

COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S
WATERPROOF CLOAKS,
CHRISTY'S TWEED CAPS,
COLLARS
(ALL SIZES AND SHAPES),
TRAVELLING TRUNKS,
6-6, 6-6, 6-6.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 422

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THURSDAY, AUGUST 20, 1896.

四拜禮

號十二月八年九百一十九

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

BANKS.
THE MERCHANT BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,485,000
PAID-UP £554,500
BANKER'S:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 months 4 per cent.
" 6 " 3 1/2 " " "
" 3 " 3 " " "
W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1896. [18]
THE NATIONAL BANK OF CHINA, LIMITED.
Authorised Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE:—HONGKONG.
Court of Directors:—
D. Gillies, Esq.,
H. Stoll, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. K. PLAYFAIR.
Interest: 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [17]
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £500,000
RESERVE LIABILITY OF SHARE-
HOLDERS £300,000
RESERVE FUND £250,000
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " " "
" 3 " 3 " " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [13]
HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000
RESERVE FUND £6,000,000
RESERVE LIABILITY OF PROPORTION £10,000,000
COURT OF DIRECTORS:—
A. McCONACHIE, Esq.,—Chairman.
St. C. MICHAELSEN, Esq.,—Deputy Chairman.
Hon. J. J. Bell, Esq.,
C. B. DODWELL, Esq.,
M. D. ECKEL, Esq.,
R. M. GRAY, Esq.,
N. A. SLEIGH, Esq.,
CHIEF MANAGER:—
HONGKONG:—T. JACKSON, Esq.
MANAGER:—
Shanghai:—J. P. WARD, Esq.
LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the daily balance.
INTEREST ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896. [12]
HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum. Transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [13]

THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL SUBSCRIBED £1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
HONGKONG.
Hongkong, 24th May, 1896. [247]
Intimations.
HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEET-
ING OF SHAREHOLDERS will be held in
the OFFICES of the COMPANY No. 14, PRAYA
CENTRAL, on MONDAY, the 24th August, at 3
o'clock P.M. for the purpose of receiving the
Report of the Directors and the Statement of
Accounts to the 30th June, 1896.
The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 3rd August, 1896. [1214]
HONGKONG AND SHANGHAI BANKING CORPORATION.
THE DIVIDEND DECLARED for the Half-
year ending 30th June last, at the Rate
of ONE POUND AND FIVE SHILLINGS STERLING
per Share of £125, is PAYABLE on and after
MONDAY, the 17th August current, at the
OFFICES of the CORPORATION, where SHARE-
HOLDERS are requested to apply for
WARRANTS.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896. [1192]

Notice of Firms.
NOTICE.
WE have this Day OPENED a BRANCH
of our FIRM in YOKOHAMA for
Business in RAW AND WASTE SILK, &c.,
and have Authorised Mr. H. BENT to Sign
per Procuration.
HERBERT DENT & Co.,
Canton, 15th August, 1896. [1294]
NOTICE.
I HAVE this Day commenced Business as a
GENERAL COMMISSION AGENT.
W. SHEWAN,
Hongkong, 20th July, 1896. [1140]

THE PHARMACY.
TANSAN, TANSAN.
This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]
**JUST RECEIVED ANOTHER CONSIGNMENT
OF
FRESH DAIRY BUTTER.**
WHOLESALE AND RETAIL.
The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.
In 2lb., 1lb. and 1/2lb. TIN. RETAIL PRICE:—1/2d., 6d., and 3d.
THE HONGKONG BUTCHERY,
CENTRAL MARKET.
J. TATAM,
PROPRIETOR.
Hongkong, 1st July, 1896. [149]

Intimations.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
FOR STRAIGHTS CAPTAINS TO SAIL REMARKS
LONDON *Boonoo* E. P. Bishop About 22nd Aug. Freight or Passage.
SHANGHAI *Katara-Hind* C. L. Daniel About 22nd Aug. Freight or Passage.
JAPAN, &c. *Canton* A. G. Cablit, R.N.R. About 25th Aug. Freight or Passage.
(Passing through the Island Sea.)
LONDON, &c. *Ravenna* E. Street About 27th Aug. Freight or Passage.
(See Special Advertisement.)
JAPAN *Ancona* W. D. Muddle About 28th Aug. Freight or Passage.
(Passing through the Island Sea.)
LONDON *Formosa* R. A. Peters About 2nd Sept. Freight or Passage.
For Further Particulars, apply to
H. A. RITCHIE, Superintendent, [43]
Hongkong, 19th August, 1896.

Intimations.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
HONGKONG HOTEL—PRAYA.
THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED
BY BELL'S ASBESTOS CO.
THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.
ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE
IN QUALITY AND PRICE.
ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.
W. JACKSON,
Manager.
UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.
SOLE AGENTS IN
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FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheapest Qualities for LOW PRESSURES.
The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT:—THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
1030]

Intimations.
MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.
Tiffin at 1 P.M. DINNER at 8 P.M.
ARRANGEMENTS can be made for Tiffin or DINNER PARTIES in PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL, [28]
Hongkong, 27th July, 1896.
THE CLUB HOTEL.
3, BUND, YOKOHAMA.
HOTEL METROPOLE,
1, TSUKUJI, TOKYO.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [160]
THE "BUGLE" BRAND.
BASS PALE ALE,
GUINNESS' EXTRA STOUT,
BOTTLED BY
M. B. FOSTER & SONS, LTD.
The Largest Shippers of Bass' Extra in the World.
L. C. & Co. are now introducing to this Market two brands of first class Whisky,
which they advise all connoisseurs to try.
THE N. B. WHISKY.
This is a Splendid Blend, mellow and smooth,
"10 YEARS OLD"—Price per Dozen, \$12.
LONG JOHN WHISKY.
THE "DEW OF BEN NEVIS"
from the Far Famed Distillery at Fort William,
5 YEARS IN WOOD—Price per Dozen, \$14.
LANE, CRAWFORD & CO.
Hongkong, 17th August, 1896. [1213]

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SUPERINTENDENT:—THOS. SKINNER.
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1030]

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THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.
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SUPERINTENDENT:—TH

Today's
Advertisements.

ZETLAND LODGE.

No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 22nd instant, at 5 for 5.30 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 20th August, 1896. [1314]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"TIENSIN."
Captain Pennell, will be despatched TO-MORROW, the 21st instant, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 20th August, 1896. [1312]

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA.

THE Steamship
"MERIONETHSHIRE."
Davies, Commander, will be despatched for the above Ports on TUESDAY, the 25th instant, at Noon. For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 20th August, 1896. [1315]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) THE Company's Steamship

"HOHENZOLLERN."

Captain A. Harrissow, will leave for the above Ports on TUESDAY, the 25th instant. For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 20th August, 1896. [1301]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship
"BAVERN."
Captain B. Blanke, due here with the outward German Mail about the 25th instant, will leave for the above place about 24 hours after arrival. For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 20th August, 1896. [1301]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship
"DIOMED."
Captain Barlett, will be despatched as above on TUESDAY, the 21st September. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 20th August, 1896. [1313]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON. THE Steamship
"FLINTSHIRE."
Captain Dwyer, will be despatched for the above Ports on or about the 18th September. For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 20th August, 1896. [1313]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 20th May, 1896. [1427]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT. ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

Intimation.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER, SODA WATER, LEMONADE, POTASH WATER, SELTZER WATER, LITHIA WATER, SASSAPARILLA WATER, TONIC WATER, GINGER ALE, GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LTD. THE HONGKONG DISPENSARY. Hongkong, 4th July, 1896.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 20, 1896.

NOTES AND COMMENTS.

No one seems inclined to move with reference to the very important questions involved in the recent action of the United Telegraph Companies in raising rates to Europe and America by 37½ per cent, and in the approval by the English and other Governments of the Convention between these Companies and the Chinese Telegraph Administration, by which they have secured to themselves a monopoly for a considerable number of years. The Chambers of Commerce both in Shanghai and in Hongkong may be contemplating some movement, but if they are they have not as yet let the public into the secret of it, and without public support—general support—they can effect nothing. With the sympathy and support of the Banking and Mercantile communities they can effect much. Combination may be met by combination. A monopoly, or a seeming monopoly, may be encountered and defeated by an opposition, or even by the reasonable threat of an opposition that may never become a fact.

The Japanese Government would much like to have a free and independent line of telegraphic communication with Europe and America. Japan would probably be prepared to spend a very considerable portion of the indemnity monies in laying a cable to the United States, or to Canada, or to both. France might be induced for a consideration to run land lines through Northern Tonquin and the Laos States into Burma, Siam, and India. A combination between the bankers and merchants trading in the Straits Settlements, China, Japan, and the Philippines to diminish as largely as possible the business done by them now through the United Companies and to transfer all their telegraphic business to any other Company that may hereafter be started, whether *via* Japan or *via* Tonquin, and which would undertake to transmit messages at say 5¢ a word, would hold out very strong inducements to rivals to enter into active competition with the Eastern Extension and Great Northern.

The feeling against the last-named Companies is very strong indeed, and if the Hongkong Chamber of Commerce were to take the initiative and promote such a combination as we have suggested it might lead to business either by the Japanese or French Governments taking up the idea, or by the United Companies taking the alarm. We believe that a little determination on the part of the leading bankers and merchants would bring them to terms.

Where is the China Association? Has it nothing to say on the subject of the Military Contribution? Has it nothing to say, no protest to make, no plan to propose, with reference to the action of the Telegraph Companies, with reference to the failure of the British Government to consult the interests of British subjects in the East before ratifying this shameful Convention which gives foreigners a monopoly of all telegraphic communication and delivery over China, bound hand and foot, to the Imperial Russian Family, whose property this Northern Telegraph Company practically is? Is the China Association taking any interest in the Kuoheng and Chengtu questions at the present time? Is it watching to see that the British Government does its duty in these matters? Is it going to wait any longer without clamouring for the condign punishment of the guilty officials?

TELEGRAMS.

REUTERS' MESSAGES.

SHOCKING YACHTING FATALITY.

LONDON, August 18th.
The Emperor William's yacht *Meteor* whilst racing at Southsea collided with the *Edith*, smashing her main-mast and killing Baron Godwin, the owner.

GREECE AND TURKEY.
A body of Greek Volunteers, with artillery, have landed near Candia.

(From *Kobe Chronicle*.)
THE COST OF GOVERNING FORMOSA.
TOKYO, August 18th.

The expenditure for the Governor-General's Office of Formosa for the next fiscal year is estimated in the Budget at 23,000,000 yen, against which the revenue of the island is put at about 8,000,000 yen.

PRINCE FUSHIMI.
TOKYO, August 18th.

Prince Fushimi arrived at Yokohama this morning and proceeded at once to Tokyo, accompanied by Prince Komatsu and several members of the Imperial Household, who had gone down to Yokohama to welcome His Imperial Highness. A large crowd, including Ministers of State, Privy Counsellors and others were assembled at Station when the train arrived to greet the Prince.

THE SILK MARKET.
YOKOHAMA, August 18th.

The raw silk market is somewhat more active than it has been, 255 bales being sold to-day to foreign firms.

THE NEW POSTAGE STAMPS.
TOKYO, August 18th.

The first issue of the new postage stamps bearing the portraits of the late Prince Arisugawa and Kitashirakawa, 3,177,000 in number, was sold out immediately and a second issue of 1,466,000 has been ordered. It will, however, be some time before these are issued, as the Printing Bureau is pressed with other work. The new stamps bear mementoes of a remarkable historical event they have been eagerly purchased by people of all countries in the world, especially by Americans, who applied to the Department of Communications for a considerable quantity. A large portion of the second issue is expected to go abroad.

RE OLIVERS MINES, LTD. AND NEW BALMORAL GOLD MINING COMPANY, LTD.

Messrs John D. Humphreys & Son have courteously informed us that they sent a telegram yesterday to the Manager of the mines in Australia inquiring when the Expert was likely to arrive at the mines. The Mines Manager has replied that the Expert is expected to arrive "early next week."

LOCAL AND GENERAL.

NO CASES OF PLAQUE TO-DAY.
THE English mail is due to-morrow morning.

THE Spanish cruiser *Ritina Christina* left here for Manila yesterday.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals beg to acknowledge with thanks the following donation to the funds of the Hospitals:—

Ho Ngok Lau \$50

UNDER the head-line "Insulting the Police" the *Straits Times* tells of an Indian being fined \$10 for offering a gratification of \$1 to a constable the day before. In the same issue this journal reports that two Keling constables were convicted of attempting to extort \$2. Where is the insult in the first case? It could hardly be a question of amount.

THE British steamship *Amarapura* has been arrested by order of the Colonial Court of Admiralty in consequence of a claim made against her by the owners of the steamship *Tyr*. It is, we understand, claimed by the owners of the latter that she suffered damage by collision with the *Amarapura* during the typhoon of 20th July, which did so much damage to property in the colony.

THE Committee of the Shanghai Public Reclamation Ground has added another to the many attractions of the Model Settlement by placing a portion of the ground inside the Race-course at the disposal of a committee of ladies, to be used as a Ladies' tennis ground. Here any one, or a party of the fair sex, will be furnished with nets and balls, so that this healthy exercise is placed within the reach of all who can afford to sport a tennis racquet.

THE Hansel correspondent of the *Stam Free Press* reports under date of 25th July as follows:—"The work on the Namqua (Chinese) port) Langchoon (the great commercial centre of Kwangsi, on the West River) railway is about to commence. The concession for the line granted to the Five-Lille has already been signed at Peking. It will be linked on to the two lines Hansel-Phalanthong and Langchoon-Namqua, thus placing by the line already completed—Phalanthong-Langchoon—the capital of Tonkin in rapid communication with the provinces of south-west China. And when the Chinese railway will be completed and linked on to the Tonkin system, the journey from Hansel to Langchoon can be made in 6 or 8 hours, that is from the heart of Tonkin to the populous centres of Kwangsi. The importance of this work is seen by the English who accurately judge of the consequences of such a railway system. Hence their activity in pushing forward the question of trade by the West River, which they hope will seriously affect the utility of the railway system from Tonkin into the heart of Kwangsi."

MEMORANDA.

TO-MORROW, 21st August.
English and Tacoma mails due.
Noon.—Meeting of shareholders in the Hongkong Hotel Co., Ltd.

SATURDAY, 22nd August.
4.30 p.m.—Gymkhana meeting at Happy Valley.
7.30 p.m.—Meeting of Zealand Lodge.

Two Chinamen were charged at the Magistracy this morning with carrying revolvers without a license. A fine of \$100 each was imposed, in default three months' imprisonment with hard labour. This sort of punishment, inflicted on "bad hats," should have a "deterrent effect" for it is as sensible and justifiable as it is necessary for the protection of residents of a colony which is, and for many years has been, the happy hunting-ground of desperadoes from the neighbouring mainland of the great Celestial Empire.

RECENTLY the Russian Government engaged about 1000 Japanese coolies as labourers to work on the Siberian Railway. Something went wrong and the Japanese, according to Russian reports, became mutinous, struck work, and indulged in riotous proceedings. Of course, the Russians, wholly unaccustomed to anything approaching insubordination on the part of common workmen, put down the alarming rebellion with a strong hand and soon had the leader of the rioters in goal together with about one hundred of his unfortunate compatriots, all of whom are reported to have been driven to desperation by the officials who failed to supply them with proper provisions or allow them sufficient rest. We now learn from a *Kobe* paper that the leader of the riot, named Hirota Kunisuke, has been sentenced by the Russian authorities to 15 years' imprisonment with hard labour, and another man to 10 years' imprisonment with hard labour. Eighty-two of the men were sent back to Nagasaki and the Russian Government has requested the Japanese authorities to adopt stringent measures with them. These labourers were sent to Siberia through the Hiroshima Emigration Company, and the Company has sent an official to Vladivostok to enquire into the difficulty. He might as well have stopped at home, for he will learn nothing but what it suits the Russians to disclose. Moreover, the alleged leader and his chief lieutenant are now "serving time"—probably in the mines, and are, at all events, not accessible to the representative of the Hiroshima Emigration Co.

At the Magistracy this morning Fung Tai (Head Gisman, employed by the *Hongkong Telegraph*) appeared against Mak Choi (Head Gisman, employed by the Hongkong and Shanghai Bank) whom he charged with assaulting him yesterday afternoon. The offence was admitted and the Magistrate decreed that the defendant pay a fine of \$6, or in default be imprisoned with hard labour for 21 days. As far as can be gathered from the prosecutor it appears that Mak Choi, who was dismissed from the service of the *Hongkong Telegraph* in June 1895, and Fung Tai, a quiet hard-working man, who was appointed Head Gisman as soon as Mak Choi was dismissed, were not on the best of terms and that yesterday the latter went up to the complainant, who was cleaning the *Hongkong Telegraph* gig on the Prays, and without provocation struck him two violent blows in the face, causing the blood to flow freely from his nose and bruising his right eye. Several of Fung Tai's friends came to his rescue and thereupon the bellicose Mak Choi ran away followed by the *Telegraph's* man, who desired to give him in charge. A Portuguese (believed to be a clerk), seeing Mak Choi was pursued, very rightly arrested and held him until a constable arrived on the scene and took him into custody. Going from the Prays to the Central Police station the party passed the *Hongkong Telegraph* office, where a halt was made while the wounded gisman came in, with his face and clothes covered with blood, to report to the Sub-Editor, who went down to the street and identified the man under arrest as the gisman who had been dismissed over a year ago, and who had recently proffered his services to the writer as head gisman, although there is no reason why the services of the man Fung Tai should be dispensed with. There are no "black marks" against him.

AN American Press despatch dated London 13th July reads as follows:—"Sir John Pender's death will give an impetus to the movement for a new system of cables for the Empire entirely under British control. Heavy pressure from Canada and Australia, with Mr. Chamberlain's sympathy, is loosening the cable ring's tight grip on the Empire. A Pacific cable conference is now sitting in private at the Colonial Office. It has agreed that an all-British cable shall be laid forthwith from British Columbia to Australia via Fanning Island, Honolulu being tapped by a branch line. The conference has now only to arrange minor details. It has been decided that the cable shall be laid and shall be managed, not by a subsidized private company, but by a Cable Trust formed by the British, Canadian, and Australian Governments raising a capital of \$1,800,000 on a joint guarantee. On this new link with Australia proving a strategic and commercial success, extensions will be made to South Africa and India, thus creating a trunk line of Imperial cables. The Colonial Office is also on the point of issuing a decision respecting a West Indian cable, to avoid its present dependence upon the United States and Cuban lines, which are allies of the Pender system. Two tenders are before the Government. The West Indian and Panama Company propose an extension from Jamaica northward to Bermuda to meet the Halifax-Bermuda company, which proposes an extension south to Jamaica and ultimately to Trinidad and British Guiana. The West Indian Government urged the Colonial Office to accept the Halifax-Bermuda tender, which it will probably do. (This reads well, but in view of the recent action of the United Companies it does not appear that they apprehend much danger from the "loosening" process. It may be, though, that they have reason to believe the "new system of cables for the Empire" is likely to become *non fait* in the near future and have therefore decided to make as much as possible of their monopoly before the promoters of the "new system" come to the rescue of the mercantile communities in Australia, India, and so forth.)

At the Magistracy this morning the Chief Engineer of the steamer *Amarapura* charged the Chief Officer of the same vessel with threatening to shoot him. A counter charge of assault was brought against the Chief Engineer, and as solicitors have been engaged the hearing of the case was adjourned until Saturday at 11 a.m., when it is expected some interesting evidence will be forthcoming.

It is said to be quite "on the cards" that Count Matsui, who recently returned to Tokio from a trip to Honolulu undertaken for the benefit of his health, will resume duty as Minister for Foreign Affairs, while it is equally within the bounds of reason to assume that Viscount Kihara a Privy Counsellor (formerly Japanese Minister to Washington) will be appointed Chief of the Agricultural and Commercial Department.

If the life of Victoria, Queen of Great Britain and Ireland, is preserved until after midnight on September 22nd next, she will have reigned longer than any other British Sovereign. That is a statement which requires proving, as, at first sight, some one may say it is a bit "previous." Now, the record that has to be beaten is that of George III. That King reigned from October 25th, 1760, to January 29th 1820, that is to say, a period of fifty-nine years and ninety-seven days. But every fourth year of the Queen's reign has been a leap year, that is to say, fifteen of them. Whereas, in her grandfather's case, every fourth year was not a leap year, for his fifty-nine years included the year 1800, which, though divisible by four, was not counted as a leap year, so that the number of leap years in his fifty-nine years of reign was thirteen only and not fourteen; therefore, two extra days must be credited to our Sovereign. Again, some one may urge that both the years 1760 and 1820 were leap years. That is true; but George ascended the throne after February 29th, 1760, and died before February 29th, 1820. The Queen ascended the throne on June 20th, 1837, so she will have equalled the record of fifty-nine years and ninety-seven days, minus two days for the extra leap years, on the 22nd of September, 1896. Of living European Sovereigns, the Emperor of Austria comes next to Victoria in length of reign; he will celebrate his Jubilee, if he lives, in 1893. Louis XIV of France holds the record of long "service" with seventy-two years; he became King at the age of five and died at the age of seventy-seven.—*Strait Times*.

HONGKONG FOOTBALL COMPETITION.

INSTITUTION OF A PERMANENT SHIELD.

A Joint Committee of the Hongkong Football Club and the Hongkong Football Competition was held last night in order to make arrangements for continuing the competitions of the past season. The Hon. J. H. Stewart Lockhart, President of the Hongkong Football Club, presided. It was resolved to institute a Permanent Shield, and to give a gold medal to each member of the winning team. The cost of the Shield will be \$500, and of the medals \$150, so altogether \$650 will be required to institute the Permanent Trophy, and to cover all expenses connected with the carrying out of the fixtures for the 1896-97 season. It is anticipated that this sum will be raised by public subscription "with but little difficulty," as the enormous attendances at some of the cup ties of last season form a sufficient indication of the interest taken in, and satisfaction derived from, such tournaments. Subscription Lists will be found in the usual places.

The Committee selected to carry out all arrangements for the ensuing competition is constituted as follows:—Messrs. P. G. Davies, R.A., E. F. MacKay, J. H. Treasurer, R.B., E. Deacon (*Hon. Treas.*), F. Browne (*Hon. Sec.*), together with a representative of the Navy, and a representative of Kowloon Football Club.

THE LUCRU ISLANDS.

KOBE, August 13th.

A proposal to transfer Okinawa from the jurisdiction of the Home Department to the Colonial Department is to be considered by the Cabinet shortly. Okinawa prefecture comprises practically all the island groups extending in a scattered chain from Japan proper to Formosa, and including Tanegashima, Okinawa, Miyakojima, as well as the Okinawa Islands, which are called Rikibu by the Japanese, Luchu by the Chinese, and (according to Chamberlain) Duchu by the natives themselves. These are altogether some hundreds of inhabited islands, scattered over a very wide area, with a population of over 200,000. The people are of curious types, mainly allied to the Japanese, but differing in such a degree that it appears strange to govern them as an ordinary Japanese province under the Home Department.

The islands are much more nearly tropical than Japan, principally of coral formation, and the products are of a more tropical nature than in Japan; more like Formosa. Sugar grows pretty well, and fishing of course is a great part of the islanders' life; coal is worked on a very small scale, and there are many minor industries peculiar to certain localities. In Okinawa Island itself there is a large element of Chinese character in the inhabitants and their ways, as the former "King of Luchu" used to pay tribute simultaneously to China and Japan, until the attention of Japan was monopolized by internal changes in 1868, when China gained for the time complete ascendancy over Luchu. In Miyakojima, on the other hand, there are indications that the people may be akin to the Formosan aborigines, or at any rate have mixed with them the type of fishing boat, the style of house-building, ornamental designs, and scraps of the language all have a Formosan tinge. Moreover, the remote situation of the islands and their peculiar conditions seem to render it desirable that they should have a special organization of their own, instead of being administered on the same lines as a portion of the mainland. Now that a Colonial Office has to be established, Okinawa would certainly come under more appropriate than under the Home Office.—*Chronicle*.

FOURTH GYMKHANA MEETING.

Under the Patronage of His Excellency Sir William Robinson, K.C.M.G., His Excellency Major-General Black, C.B., Commodore G. T. Boyer, R.N.

Committee:—R. Alexander, Esq., R.B.; The Hon. J. J. Bell-Irving, Esq.; Capt. Burney, R.A.; M. Gröbe, Esq.; V. Cairns Hawkins, Esq.; T. F. Hough, Esq.; Capt. Loveband, A.D.C.; J. McKie, Esq.; A. S. Mannes, Esq.; G. C. Master, Esq.; C. H. Nugent, Esq., R.E.; Lt.-Col. The O'Gorman, D.A.A.C.; Capt. Radcliffe, R.B.; Commander Tunnard, R.N. and the Hon. T. H. Whitehead.

Judges:—The Hon. J. J. Bell-Irving and the Hon. T. Whitehead.

Handicappers:—Hart Buck, Esq.; T. F. Hough, Esq.; M. Gröbe, Esq.

Starter:—Capt. Burney, R.A.

Clerk of the Scales:—R. Alexander, Esq., R.B.

Timekeeper:—J. McKie, Esq.

Hon. Treasurer:—Capt. Radcliffe.

Hon. Secretary:—Lieut. Col. The O'Gorman, D.A.A.C.

By kind permission of Lieut.-Col. Norcott and the Officers of the R.L. Brigade, the Band of the Regiment will attend.

The following is the programme of the Fourth Gymkhana Meeting to be held on the Race Course, Happy Valley, on Saturday, the 22nd inst., commencing at 4.30 p.m.:

EVENTS:
NOVICE HANDICAP:—First prize presented by the Hon. E. R. Bell-Irving, C.M.G., with \$40 added from the Fund. Second, \$30. Third, \$10. Five to start or no third prize.

Capt. Loveband's g.c.p. Arcturion, 12st 10lb. Mr. Forbes's g.c.p. Simple Simon, 12st 11lb. Mr. Capt. Edy's g.c.p. Planet, 12st 11lb. Mr. C. H. Thompson's g.c.p. Despatch, 11st 10lb.

DISTANCE HANDICAP: First prize, \$30. Second prize, \$10. Third prize, \$10. Fourth to save his stakes. Distance one mile. Seven to start or no fourth prize: five or no third prize. Mr. Graham's g.c.p. "water" Egerton, scratch. Mr. Campbell's g.c.p. Visitant, 11, 220 yards. Mr. Nugent's g.c.p. Amicitia, 250 yards. Mr. Master's g.c.p. Major, 270 yards. Capt. Loveband's g.c.p. Xerxes, 320 yards. Mr. Deacon's g.c.p. Thorsley, 350 yards. Mr. Whitehead's g.c.p. Vicar, 350 yards. Mr. Stern's g.c.p. Bravo, 350 yards. Mr. C. H. Thompson's g.c.p. Regatta, 375 yards. Capt. Loveband's g.c.p. The Fiat, 375 yards. Mr. Potts's g.c.p. Sub-Gilpin, 400 yards. Mr. W. Jackson's g.c.p. Touchstone, 400 yards. Capt. Burney's g.c.p. The Moke, 400 yards.

SPECIAL PRIZE: Each rider may be nominated by a lady whose name should be handed in by him at the time of weighing. First nominee past the post at the finish to win.

DOG RACE: first prize \$10; second prize, third prize \$5. Post entries free.

STEELCHASE: over the steelchase course as selected by the Committee; first prize, \$50; second prize, \$20; third prize, \$10. Five to start or no third prize.

Capt. Loveband's g.c.p. Arcturion, 12st 10lb. Capt. Loveband's g.c.p. Xerxes, 12st 10lb. Capt. Burney's g.c.p. Baccarat, 12st 10lb. Mr. Whitehead's g.c.p. Kingstone, 12st 10lb. Mr. Salmon's g.c.p. Q.C., 12st 10lb.

MILE HANDICAP: first prize presented by The Hon. J. J. Bell-Irving, second prize, \$20; third prize, \$10. Five starters or no third prize. Mr. Nugent's g.c.p. Amicitia, 11st 10lb. Mr. Potts's g.c.p. Visitant, 11st 10lb. Mr. Forbes's g.c.p. Simple Simon, 12st 10lb. Mr. Hart Buck's g.c.p. Volgaire, 12st 10lb. Dr. Noble's g.c.p. Grey Leg, 11st 10lb.

THE DECLINE AND FALL OF BRITISH INDUSTRIAL SUPREMACY.

(Continued from yesterday.)

GERMAN GOODS IN THE ENGLISH MARKET.

Mr. Williams asks any one who doubts whether the German is coming on from our own markets to institute an inquiry as to how many articles which he personally uses are made in Germany. He says:—

Your investigations will work out somewhat in this fashion. You will find that the material of some of your own clothes, was probably woven in Germany. Still more probable is it that some of your wife's garments are German importations; while it is practically beyond a doubt that the magnificent mantles and jackets which she wears are made in Germany.

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FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

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Hongkong, 10th July, 1896.

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Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

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Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

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Hongkong, 22nd September, 1896.

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FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 20th August, 1896. [1310]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"AMAR,"

Captain D. Smith, will be despatched as above on SATURDAY, the 22nd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th August, 1896. [1274]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched for the above Port on SATURDAY, the 22nd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th August, 1896. [1293]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"

Captain Stalker, will be despatched as above on SATURDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th August, 1896. [1290]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON,"

Captain Gardner, will be despatched as above on MONDAY, the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1896. [1288]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Offitt, will be despatched for the above Ports on TUESDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 18th August, 1896. [1302]



NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Chartered Steamship

"KNIGHT OF ST. JOHN,"

Captain A. H. Bisset, will be despatched for the above Ports on FRIDAY, the 28th instant, at Daylight.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1896. [1277]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLE, HAVRE AND HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"

Captain Strunk, will be despatched as above on MONDAY, the 31st instant.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th August, 1896. [1278]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1066]

FOR BALTIMORE.

THE 3/3 L. I. I. American Ship

"ISAAC REED,"

Captain Y. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1055]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA,"

Robbo, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 21st May, 1896. [1251]

FOR NEW YORK.

THE 100 A. I. American Ship

"PAUL REVERE,"

Mullin, Master, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

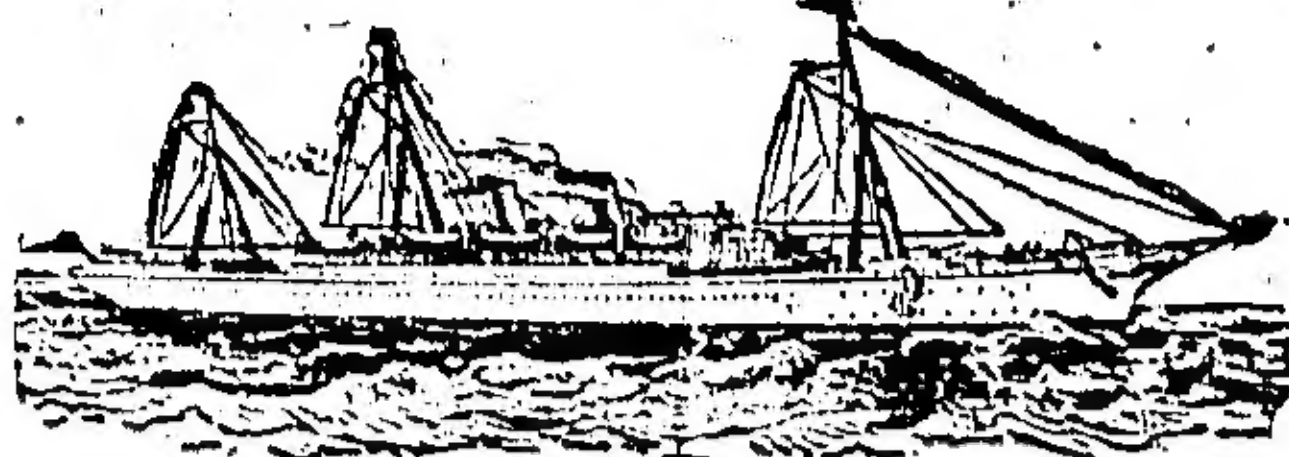
For Freight, apply to CARLOWITZ & Co.

Hongkong, 24th July, 1896. [1176]

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1896.



1896.

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Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th August, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 10th Sept., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 25th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for 60 days within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th August, 1896. [12]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMANN'S GREY PAINT,

DAHLBERG'S PATENT MOTOR LAUNCHES

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 10th May, 1896. [10]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar 3,501 | Tuesday ... | Aug. 25.

Tacoma 4,549 | Thursday ... | Sept. 3.

Victoria 3,167 | Monday ... | Sept. 22.

Olympia 3,608 | Friday | Oct. 9.

Braemar 3,501 | Tuesday ... | Oct. 27.

THE Steamship

"BRAEMAR,"

Captain E. Porter, sailing at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 11th August, 1896. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSTAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"RAVENNA,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Peninsular, leaving that Port on the 19th Sept. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 13th August, 1896. [43]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)